

**SUPERSEDED BY EI 94-014
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ENGINEERING INSTRUCTION

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

**SUBJECT: SALVAGED MATERIALS ON
CONSTRUCTION CONTRACTS**

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PREL.	FINA.
DESIGN	LANDSCAPE
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APPROVED:

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Policy is hereby established, applicable to both Federal-aid and 100% State contracts, concerning salvage of miscellaneous highway appurtenances (and bridge superstructures when existing bridges are to be dismantled) during construction. "Appurtenances" are defined to include such items as signs, signals, light poles, guide rail, bridge rail, wood posts, frames, grates and manhole covers, hydrants and other similar materials which the Transportation Department may elect to salvage for future maintenance use by the State or local governmental subdivision. Bridge beams, girders and other superstructure materials from dismantled bridges are also included in this policy.

No credit to Federal-aid funding is required for these salvaged items, so long as the following conditions are met:

1. Extra handling costs for special care in the removal or dismantling of salvable items are not incurred.
2. The materials are stored on site for pickup by maintenance forces. (Transportation beyond contract limits is not allowed.)
3. The salvaged materials are used for maintenance purposes and not sold as scrap.

Special Specifications and Special Notes in the contract PS&E submission are to conform to these conditions.

Normal practice will continue to be to turn such items over to the contractor for disposal in lieu of salvage, to avoid rehandling costs of materials of little maintenance value. (Contract bid prices will then presumably reflect scrap value.) When a Region elects to salvage materials for maintenance use, such action should be approved in advance by the Regional Highway Maintenance Engineer (or Regional Traffic Engineer for signal and lighting equipment).

In the PS&E submission the Report on Design and Estimate (Item 29-SALVAGE)

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should contain the following information:

1. Reference to Regional Highway Maintenance Engineer (or Regional Traffic Engineer) approval.
2. Indication of intended maintenance use by State or local governmental subdivision.
3. Reason why salvaged materials cannot be reused on the contract instead of new materials specified.

Requirements of the Federal-Aid Highway Program Manual (Volume 1, Chapter 4, Sections 3 and 4) pertaining to railroad and utility work are unchanged by this Instruction.

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